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REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. _____ all previous
designations of the VPL with its headquarters in Cottbus would be replaced as follows
on 1 October 1953:

Ministry of the Interior/VPL	-	Administration of Aeroclub
VPL Division	-	Aeroclub
VPL Regiments	-	1st, 2d and 3d Departments of Aeroclub

The former designation "Geschwader" (squadron) was replaced by "Staffel" (squadron).
The designation "Kette" (flight) was retained.
The former supply battalion - 1st, 2d and 3d technical base.

In mid-October 1953, the technical supply division was dissolved and the personnel were assigned to the Administration of the Aeroclub and the technical bases. The previous numerical designations of the VPL headquarters and units were no longer used.

2. According to rumors in the headquarters of the former 1st VPL Div, in 1954 a second division was to be organized with cadre and training personnel of the 1st Div. This rumor also circulated in the Administration of the Aeroclub. Allegedly, a flying school was to be established. [redacted] it was intended to purchase 10 Li-2s, 100 Yak-11s and 80 Yak-18s for which an estimate of cost had been made. 2

2. The flight training of the group of commanders was terminated in October 1953. On 14 October, training was started with the individual departments (regiments), the 1st Department in Cottbus, the 2d Department in Drewitz and the 3d Department in Bautzen. The aircraft were transferred on 12 October. [redacted]

X1 it was scheduled that the trainees should pass the pilot examina-
X1 tion up to 1 November [redacted] had been promoted to captain on 7 October 1953. During
X1 the week preceding 25 October, [redacted] arrived in Cottbus by rail.
The aircraft were assembled at the field by VFL personnel; no Soviet soldiers were
X1 observed at the job. Allegedly, the aircraft were equipped with a new aiming device.
Additional aircraft were expected to arrive in Cottbus. 3

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5. On 26 October, a large-scale radio exercise involving 11 mobile radio stations was started in the Cottbus-Spremberg-Kollwitz-Barzdorf (sic) Drewitz-Bautzen area. This exercise was probably connected with the scheduled expansion of the VPL. ⁴

6. [redacted] 25X1
[redacted] the runway was torn up and that its bedding of gravel and chippings was reconditioned. [redacted] the runway which had a length of about 2,500 meters and a width of 60 meters was covered with runway mats which were welded together at the points where the taxiway and connecting lanes branch off. Allegedly, part of the connecting lanes was concreted. The runway mats had hooks and eyes only along their longitudinal sides. As the runway mats available had three different lengths it was possible to avoid joints running through the entire width of the runway. Thus, the required solidity of the runway could be obtained. The mats along the outside of the runway were fastened by wire to wooden pegs. At their ends the individual runway mats slightly overlapped. Air activity was conducted at the field. The previously reported excessive wear and tear of aircraft tires was not taken notice of. ⁵

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1. [redacted] Comment. The redesignation of the VPL, which was previously reported by [redacted] is to conceal the military character of the VPL. [redacted] 25X1
2. [redacted] Comment. An expansion of the VPL was scheduled for 1953. If the reported number of aircraft should actually arrive, it would be possible to equip another division. The Yak-11 aircraft is a military trainer. 25X1
3. [redacted] Comment. The information on flight training agrees with air activity previously observed at Cottbus airfield. Prior to mid-October, [redacted] observed at Cottbus airfield aircraft with red, blue and yellow propeller hubs and the aircraft [redacted] in the present report. [redacted] of the headquarters aircraft. During the second half of October, only aircraft with red propeller hubs were observed at Cottbus airfield. [redacted] 25X1
[redacted] this observation may confirm that flight training by the three departments in Cottbus, Bautzen and Drewitz was started in mid-October. The arrival of 16 [redacted] was previously reported. [redacted] 25X1
[redacted] Captain Wiener was previously reported as chief of the signal training course in Bautzen which possibly transferred to Cottbus.
4. [redacted] Comment. No details on the radio exercise mentioned have been received so far.
5. [redacted] Comment. Since mid-October, air activity has been observed at Bautzen-Litten airfield. The auxiliary runway at the field is probably serviceable for trainers. The information on runway mats of various lengths is received for the first time. It was previously believed that the runway mats had a uniform length of 3,050 mm. [redacted] It is assumed that the mats were laid in such a way as to avoid joints running through the entire width of the runway. This may have led [redacted] the mats have various lengths.

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